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THURSDAY, SEPTEMBER 29, 1910.

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
Stocks \$1,000,000
Silver \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

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N. J. STABB,
Acting Chief Manager,
Hongkong, 28th September, 1910.

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Banks

HONGKONG SAVINGS BANK.

1. H. & C. business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules & bye-laws of the corporation apply.

INTEREST on deposits allowed at 3 per cent. per annum.

Deposits may transfer at their option between offices of Hongkong and Shanghai Banking Corporation.

1. H. & C. HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Acting Chief Manager.

Hongkong, 18th September, 1910.

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CAPITAL PAID UP Gold \$1,250,000
RESERVE FUND Gold \$1,250,000

Gold \$6,500,000
(about \$1,500,000.)

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LONDON BANKERS:
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BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business,

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For 12 months 4% per cent. per annum.

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N. S. MARSHALL,
Manager,
No. 9, Queen's Road Central,
Hongkong, 18th September, 1910.

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Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

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Insurance in Force \$37,855,885.00

Assets \$4,115,500.00

Income for Year \$160,550.00

Insurance Fund \$10,853.00

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Hongkong, 18th July, 1910.

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HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 3 per cent.,
per annum on the daily balance.

On Fixed Deposits—

For 12 months 4% p.a.

" 6 " 3%

" 3 " 3%

TAKAO TAKAMICHI,
Manager.

Hongkong, 17th September, 1910.

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DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$1,700,000.

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BOARD OF DIRECTORS: BERLIN.

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DEPOSITS received on terms which may be

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Banking and Exchange business transacted.

J. KULLMANN,

Acting Manager.

Hongkong, 1st March, 1910.

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ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly

renovated and extensively enlarged and

now luxuriously furnished and up-to-date

in every respect. Situated in the most central

position. Large and airy rooms. Hot, Cold

and Shower Baths. Gas and Electric Light

and Fans. Large and comfortable Lounge.

Private and Public Bars and Billiard Rooms.

CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements

of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates

for Twins and Double. Special Rates for

married families on application to

J. H. O'DERRY, Manager.

FREDERICK REICHMANN,

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Telephones No. 107.

Telegraphic Address "Comfort" Hongkong.

Hongkong, 1st September, 1910.

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HONGKONG.

Hongkong, 1st September, 1910.

NOTES.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"DERFLINGER", "Ostfriesland", "Weser"	WEDNESDAY, 3rd Oct., Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"YORK" (T. 17,000)	About WEDNESDAY 5th October.
MANILA, ANGUL, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"Coblenz", "Capt. H. Raesener (T. 6,750)"	SATURDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"PRINCE WALDEMAR" (T. 6,100)	About TUESDAY, 18th October.
KUDAT and SANDAKAN	"BORNEO" (T. 5,050)	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MEISNER & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd September, 1910.

NOTIFICATIONS.

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HAS ALWAYS ON HAND
A LARGE ASSORTMENT OF
CURIOS, PORCELAIN, JADESTONE
AND
SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.
Hongkong, 11th July, 1910.

FREE TRIAL.

TRY THE

ROYAL STANDARD

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(VISIBLE).

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

OSMAN &
CASUM,

1 & 2, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES, a specialty.

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HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 6th September, 1910.

(44)

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 24th March, 1910.

(44)

SOLE AGENTS FOR
HARTMANN'S RAETIEN'S GENUINA
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
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WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 24th March, 1910.

(44)

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest development and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of cerebral disease, especially those caused by over-work, unhealthy climate, dissipation, excess, youthful impetuosity, or other influences incident to the wear and tear and hasten or overstrain of modern life. Sleeplessness, trembling, palpitation, nervous dyspepsia, low spirits, debility, loss of memory, loss of appetite, general debility, loss of strength, loss of energy, loss of desire, premature decay or deficiency of the vital forces, impaired vitality, loss of desire, night disturbances, startings, stiffness, deafness, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness, lack of control, irritability of temper, female complaints, hysteria, convulsions, spasms, rheumatism, and many other diseases, especially those which affect the right side of the body, places of brain and nerve extension, are successfully treated by this highly scientific preparation. Breaking up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates tissues, etc., restores the failing energies, creates new life and vigor to what had so recently seemed worn out, sickly, and palsied.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equaled in all cases of poor health, impurity, or other imperfection of the blood from whatever cause arising. We assure you it is absorbed into the system than it penetrates to the minute capillaries, carrying away all the dead, impure, and decomposed matter, secret, excretive, and glandular residues, discharges, purges and purifies the body, and removes all morbid patches, etc. Its effects are almost magical in the treatment of great rheumatism, sciatica, lameness, pain and swelling of the joints, rheumatism, secondary rheumatism, gout, rheumatoid, and other diseases of the joints, and all diseases of the heart, liver, kidneys, lungs, brain, spinal cord, and glands, etc. It is a true blood purifier, and quickly removes all the poisons from the system.

CALIFORNIA LABORATORY VETARZO Brain and Nerve Food, or VETARZO Blood Medicine, whichever is cured, and see that you get them, as unadulterated foods, often try to buy inferior preparations (readily their own manufacturer), for the sake of extra profit. Price in Hongkong, per pound, half a sovereign. Price in U.S.A. \$12.50 REMINGTON'S VETARZO BLOOD MEDICINE, per pound, \$1.50. GLOSTER'S VETARZO BLOOD MEDICINE, per pound, \$1.50. The price will be taken against you for printing.

COMMON SENSE IN HUMPHREY'S A new medical work on the cause and most scientific and advanced side of self-care was discovered for nervous exhaustion, depression of spirits, want of rest and energy, etc., and it is published in English. It also treats on nervous derangements, secondary convulsions, hysteria, fits, and fits, and should sell to procure a copy. Post free in plain envelope on receipt of Postal Order Remittance from U.S.A. Address Remington Co., Boston, Mass. Remittance of Agents for above medicines. Price 10 cents Post Free.

Agents for India—TREACHER AND CO., LTD., BOMBAY, BYCSULLA, S. S. FOOKA

NOTIFICATIONS.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 575 ft.
Width of Entrance 50 ft.
Water on Blocks 25 ft.

NO. 2 DOCK.

On COURSE OF CONSTRUCTION.
Docking Length 375 ft.
Width of Entrance 50 ft.
Water on Blocks 25 ft.

NO. 3 DOCK.

On COURSE OF CONSTRUCTION.
Docking Length 48 ft.
Width of Entrance 50 ft.
Water on Blocks 25 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the amenities of Captain and Owners are respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, plates, angles and tall shafts all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Seiling Vessels in or out of the bay. The Seiling derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roads, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repairs work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieberts, Scotts,

Yokohama, April 28th, 1910.

A. 1, and Watkins.

QUEST OF FLOWER TREES

SOUTH CHINA.

EXPEDITION IN REMOTE CHINA.

A gold medal has been awarded by the Royal Horticultural Society for an exhibit of new plants raised at Aldens House, Herts, from seeds sent home from China and shown by the Hon. Vicary Gibbs.

The story of these wonderful plants, hitherto unknown to botanists, is of a romantic character. The seeds were collected by the distinguished botanist Mr. E. H. Wilson, who travelled through Northern and Western China, on behalf of Mr. Vicary Gibbs and some American horticulturists, in search of new treasures of the flower kingdom and plant life.

His wandering led him into wild districts of China never before visited by Europeans. He made friends, and in some cases had to avoid the enmity of the Chinese hill tribes. He suffered many hardships and perils. With his caravan of twenty-five guides and carriers he climbed great and unexplored mountains, made his way through vast virgin forests, and lived among uncivilized Chinamen in the most remote and desolate regions of that great Empire.

He had as other object but the discovery of new plants; he risked his life and health because that ambition led him onwards and forced him into the wildest spots, and his toil was rewarded with the discovery of an immense number (at least 1,000) of new and rare plants.

AMONG BARBARIC TRIBES.

One of Mr. Wilson's first great journeys was through the Chia-tung-shan region, near the big Chant Plain where the range was clothed with a dense jungle and brushwood. Descending to this valley he crossed over to the territory of one of the semi-independent tribes, and obtained the friendship of the chief, who allowed him to traverse his country freely.

This region was previously unknown botanically, and Mr. Wilson found many new specimens.

Reaching the Chinese city of Tsin the traveller after a rest crossed the river and for twenty-five days cut his way through to Tatien-chu, traversing the territories of several tribes who owned but a shadowy allegiance to the Emperor of China, and live in barbaric liberty.

The roads were but mountain tracks and crossed great ranges rising to 15,000ft., where the scenery is described by him as "wild and enchanting". For many days he was in the silence and the beauty of the great virgin woods, and with oxen his companions hewed their way through the under-growth, sleeping at night under magnificent birches, with a rich orange-coloured bark, which grows to a height of roost, and have a gigantic girth.

In another journey Mr. Wilson passed through the wilderness behind Mounts Omei and Wa, and in the savage scenery of the steep cliffs and crags found many new treasures. On the lower ranges charcoal burners have destroyed all the forest, leaving in its place a dense jungle of shrubs. But from 7,000 to 10,000ft. Mr. Wilson found an absolutely impenetrable forest of bamboo.

GREAT MOUNTAIN CLIMB.

Went through day after day, with bedding and clothing draped, sleeping in the dirty huts of the Chinese charcoal burners at night, and enveloped by dense mists, Mr. Wilson found his journey was not one of pleasure; but in the interests of science he climbed the mountain of Wa-Wa, unvisited previously by any foreigner, and of which for 4,000ft. on four sides the walls are sheer like those of a vast rock fortress.

On Mount Wa he found, among other wonderful plants, a variety of Lonicera hispida, with enormously large flowers, creamy yellow in colour, and some plants with rich maroon flowers and scarlet fruits over a foot in length.

As the result of these wanderings in China, Mr. Wilson sent 1,000 different varieties of seed to Mr. Vicary Gibbs, and, under the direction of Mr. Edwin Beckett, the well-known horticulturist, who superintends the great gardens at Aldens House in Hertfordshire, no fewer than 700 varieties have been raised into hardy and thriving plants.

WHITE BLACKBERRIES.

This is a record success. They were shown yesterday to a Daily Chronicle representative by Mr. Beckett, and the collection is of a most interesting and astonishing kind. A great many forms of Chinese blackberry are growing in profusion, in these gardens and one, which is already fruiting is especially peculiar because of its large, white fibrous fruits. It was tasted by one representative, who found it sweet and pleasant to the palate.

One interesting plant pointed out was a Chinese rubber tree, which grows to a great size and should give a rich sap. Here, perhaps, is a new source of fortune in rubber.

Chinese variety of the Judas tree, open which is said to have hangy bunches, a plant called Pandanus, with giant leaves.

Chinese horse chestnut, a great tulip tree, Chinese vine growing most luxuriantly, and an immense number of new plants blooming already, with flowers that have never before been seen in the Western world and burdened with names that would terrify all but botanists, have been successfully raised in Mr. Vicary Gibbs' garden, from the seeds which were scattered on the adventurous journeys by Mr. Wilson.

SUPPLEMENTARY NOTICES.

For the benefit of Native Craftsmen and passing Ocean Vessels, a Cross will be exhibited at each of the following points during the day of the above Day Signals are held in the Harbour:

Gap Rock.

Wardley.

Stanley.

Gate Collision.

Blue Top Rock.

This will indicate that the coast is clear and that the Harbour is safe.

Fog Signals will also be given to the Harbour Office.

These signals are repeated at the Harbour Office, H.M.S. Tower, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tower.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signals will be discontinued by the Explosive Bombs, as above, in the event of the information conveyed by the signal being fully published by night.

The Night Signals will be discontinued when necessary, be altered during the night.

SUPPLEMENTARY NOTICES.

For the benefit of Native Craftsmen and passing Ocean Vessels, a Cross will be exhibited at each of the following points during the day of the above Day Signals are held in the Harbour:

Gap Rock.

Wardley.

Stanley.

Gate Collision.

Blue Top Rock.

This will indicate that the coast is clear and that the Harbour is safe.

Warning is helmed in the Harbour.

Fog Signals will also be given to the Harbour Office.

These signals are repeated at the Harbour Office, H.M.S. Tower, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

Entimation.**EXPLORATION IN NEW GUINEA.**

MOUNTAIN CLIMB OF 18,000 FEET.

5 VAGUES WHO BELONG TO THE STONE AGE.

Dr. H. A. Lorentz, the well known Dutch explorer who is the first white man to have penetrated into the mysterious Central Snow Range of New Guinea, one of the peaks of which is the objective of the important British expedition now working in the country, has been telling about his travels to Rauter's representative at Amherst.

This portion of New Guinea is probably the largest unexplored part of the earth's surface, as little is known as the Polar circle, and the immense snow-capped ridge, with its knife-edged peaks, attaining an altitude of nearly 18,000 ft., the highest mountains between the Himalayas and the Andes, had never been traversed by man until the young Dutch explorer with his small band of followers succeeded in planting the flag of the Netherlands upon one of its highest peaks, 15,500 ft. high, named Wilhelmina Peak, in honour of the Dutch Queen.

Dr. Lorentz holds that it was only by importing from Borneo Dyak carriers, whose Sonitabu eniry and pluck was shown by the fact that they actually built their own flotilla of canoes on the spot, that he succeeded, and he believes that natives engaged locally or brought from the neighbouring islands, owing to their dread of these mountains and other reasons, will never succeed in scaling the peak which is the aim of the British expedition.

A FLEET OF FIFTEEN CANOES.

The Dutch expedition entered New Guinea from the south coast by way of the North River, about 100 miles to the eastward of the Mimika River, using as a base camp, an old hall which was towed for 10 miles up stream and was there moored.

Dr. Lorentz thus describes this portion of his journey: "From the coast to Bivouack Island we found plenty of natives, who were continually coming out to the ship. They were all quite tame; but on the whole were friendly. Where these people lived was not quite clear, as although we saw them in immense numbers, none of their huts were visible; but no doubt they lived in the jungle and along creeks. When we left Bivouack Island the population seemed to cease, and no natives were met with until we got right into the mountains."

By means of our canoes we were enabled to navigate the North River for some two days before the point where our steam-launch had to stop. Here I made a big camp at the base of the mountains which I named Almsar. In this, we stored food sufficient to last for 100 days, and all the members of the expedition, except the few whom we had left at Bivouack Island, were assembled.

CUT THEIR WAY THROUGH DENSE FORESTS.—Five days after my arrival at our advance camp Capt. van Nieuwkoop and myself with 15 coolies started up the mountains and after eleven days of cutting our way through some of the densest forest I have ever seen and in setting over cliffs which resembled nothing so much as jacks of houses, we reached an altitude of 9,500 feet. By the time we were pretty well exhausted, and a fresh camp sent the coolies back for fresh food.

Seven days later they returned with new supplies accompanied by Lieut. Habberns. With 20 coolies, two soldiers, and two convicts we now attempted the second section of our climb, and for two days ascended the mountains. Suddenly we came across a secluded valley some 5,000 feet deep running east and west, which to our amazement we found to be thickly populated. Since leaving the river bed had not been a sign of human life, but now to our surprise we found native villages along the whole length of the valley.

SABERS WITH BOWS, ARROWS AND STONE AXES.

"Our first encounter with these unknown natives occurred early one morning. We were walking in single file through the twilight shades of the great forest when we heard mysterious calls which we at once attributed to human beings. Suddenly, a small band of savages all armed with bows and arrows and stone axes ran out from the jungle, and to our surprise approached us with hands outstretched, offering us sweet privacies as a sign of friend-ship. Of course, none of us had the least knowledge of their language or the remotest idea of what they attempted to say to us, but they made signs which made it clear that they wanted us to accompany them to their village.

On our arrival in their village the people performed a curious ceremony by which they made us blood brothers. They sacrificed a pig and smeared each of us on the forehead with the creature's blood. This proved a somewhat awkward attention in the case of our Mahomedan soldiers, but at my earnest request they finally agreed to submit, provided that we allowed them immediately afterwards to undergo ceremonial washing.

"These people live in little huts, all of which were raised about six feet from the ground, access being obtained by a notched pole. These little huts we found to be divided into two, one half being used for domestic animals—mostly pigs, who presumably also climbed the rough ladder—and the other half by the people themselves. These natives are not dwarfs at all, and are certainly not the same race as those encountered by Capt. Rawling at the westward.

"OWNER'S MUTILATED HANDS.—We noticed at a time of the women bad the middle finger of the left hand cut off. We had no means of discovering the meaning of this, although it was clear that the mutilation was made during youth and not in their quite early days, all the children having their hands intact. Many of the men, too, had the upper portion of one of their arms removed.

"Unlike all Papuan tribes I have met, they were not only free from skin disease. They live, as I have said, in the state of glee. I noticed several curious things about these people, one of whom wore a clutch of clothing. While the tribes on the coast never smoke, these Papuan people grow tobacco, which they

smoke in their pipes. I was also interested to see that each of them wore a large sea shell suspended round the neck. These we were led to believe they got from the north coast.

"Early on the morning of the ninth day after leaving the populated valley, we found the first snow at an altitude of 13,300 ft., and here we made camp. The mountains were very steep; there was no wood to be collected on the bare rock, and we were bitterly cold. Our Dyaks particularly were in miserable plight, suffering greatly from acclimated frost. After we had made camp a terrible snow storm commenced, lasting all night and burying one of our tents.

"On the following day I decided to make a supreme effort. Accompanied by Capt. van Nieuwkoop and five Dyaks we started on our final journey, and for four hours we climbed precipices and knife-edged cliffs, and after terrible experience we reached a point at an altitude of 15,500 ft. On the return journey out disaster began. We had not gone very far before I slipped, and falling headlong for 50 ft., smashed a rib and sustained serious injuries to my legs and hands.

GARRIOR FROZEN TO DEATH.

"That night one of our Dyaks was frozen to death, and we had literally to beat the other coolies in order to prevent them from going into a never-ending sleep. Lieut. Habberns was now disengaged with copies to the food store, and the rest of us remained behind. In fact, I was not able to move.

"For 13 days we stayed in this camp until we were reduced to one ounce of rice daily per man, with absolutely nothing else. At the end of that time we all looked like living skeletons.

"Three days farther down the mountains I found one of the soldiers who had formed one of the advance relief party. He had lost his way, and for 15 days had lain where we found him without food. He was alive, but that was all, and we were reluctantly compelled to leave him where we found him, as none of us were able to carry him. He was afterwards discovered still alive but died on being carried down.

Public Company**CANTON INSURANCE OFFICE, LIMITED.****NOTICE TO SHAREHOLDERS.**

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on SATURDAY, the 13th instant, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th inclusive, both days inclusive.

JARDINE, MATHESON & CO., LTD.,

General Agents.

Hongkong, 4th September, 1910. [612]

THE DAIRY FARM CO. LTD.**NOTICE TO SHAREHOLDERS.**

THE FOURTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, a Lower Side Road, Hongkong, on SATURDAY, the 8th October, at 12.15 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,

M. MANUK,

Acting Secretary.

Hongkong, 23rd September, 1910. [614]

NOTICE.

WE HAVE THIS DAY admitted Mr. ARTHUR NILSSON as a Member of our Company.

OLOF WIJK & CO. AGENCIES, LIMITED.

Gothenburg, 1st September, 1910. [615]

NOTICE.

WE have this day appointed Agents for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES, LTD.

Gothenburg, 15th July, 1910. [616]

NOTICE.

M. R. CHARLES EDWARD ANTON M. has been admitted a member of our Company.

JARDINE, MATHESON & CO., LTD.

Hongkong, 2nd September, 1910. [617]

NOTICE.

SAVE YOUR HEALTH in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles 20c.

Doses 3c.

Case 10 Bottles 15c.

" 60 13c.

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 1st July, 1910. [618]

Entimation.**A FAIR EXCHANGE.**

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

"BEDFORD" RELIEF FUND.**UNDER THE PATRONAGE OF**

H.E. Sir HENRY MAY, K.C.M.G.

H.E. Major-General BROADWOOD, C.B.

Commodore EYRES, R.N.

AN ENTERTAINMENT

will be given at the
CITY HALL,
on

SATURDAY, October 13th, and
MONDAY, October 15th.

Seats may be booked at The Robinson Piano Company on and after Monday, October 3rd, Hongkong, 26th September, 1910. [619]

Auctions.**PUBLIC AUCTION.**

The Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 30th September, 1910, at 11 A.M., at

Queen's Statue Ward,

The Steam Launch "BELLE"

Length, 58 ft.

Beam, 10 ft. 6 in.

Depth, 6 ft.

Engines, Compound Surface Condensing.

Cylinders, 8 in. 16 in.

Stroke, 10 in.

Boiler Pressure, 125 lbs.

Built by Kwong Hing Lung & Co. in 1906.

TERMS.—As usual.

HUGHES & HOUGH,

Antecedents.

Hongkong, 29th September, 1910. [620]

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, for One Lot of CROWN LAND opposite Shaukwan Marina, Lot 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Registry No. 1000.

Location: Shaukwan Marina, Hongkong.

Boundary Measurements:

N.W. S.W. E.W. S.E. (in feet)

feet feet feet feet

Co. Co. Co. Co.

1,800 1,600 1,800 1,600

Per cent. 8% 8% 8% 8%

Per cent. 8%

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1845.

WINE AND SPIRIT MERCHANTS

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland.

OF

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 7th July, 1910.

[28]

BIRTH.

On September 23, 1910, at Shanghai, the wife of F. W. Saape, of a daughter.

MARRIAGE.

On September 24, 1910, at Shanghai, George Ernest Sherman, of Shanghai, to Ethel, second daughter of Mr. and Mrs. A. Polycarp, of Oldham (Lancashire) and Shanghai.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 29, 1910.

FRANCK OF THE CHINESE
HOUSE-BOY.

Of all the illus and discomforts to which Europeans resident in the East have to submit, there is none more grievous than that which has been aptly described as "the tyranny of the house-boy." Married women coming from Home to manage their husbands' household are perhaps the greatest sufferers amongst the many. In Europe, they have been accustomed to maid servants who, whatever be their individual qualification for service, are at a class a most admirable body of workers—clean, smart, willing, and obedient. When she comes out East, however, she finds that, instead of the cheap and efficient supply of servants which is so often and erroneously talked about in Europe as being obtainable out here, there confronts her a very much worse state of things than ever had to be faced at Home. There, say, a cook with two servants would suffice for an average house; and, if the family includes children, a nurse also will be required. In the East a perfect bevy of Chinese boy-servants is required, the cook must have his assistant, every child has to have an amah for itself, and the house coolies also have to be taken into account; whilst over and above all, there is usually a gang of hangers-on infesting continually the servants' quarters and living in a great part on the food belonging to the house. Of course, there are exceptions; but on the whole the description given above conveys a fairly accurate idea of how the master stands at present in Hongkong. At the beginning the mistress will try to effect an alteration, even to the extent perhaps of superintending the cooking herself; but in the end fails to admit defeat; whilst her friends with longer experience of life out East may have already unheeded, pronounced inevitable. The boy comes on victorious from the contest, whilst the poor distressed lady is forced to submit to his dominance, and can only retire to her sitting-room and die for her English servants left behind. Nor is this trouble one which affects Hongkong alone. It applies to every

country in the East. By the way, there was a proposal made here some time ago to form a Woman's Guild by means of which special servants girls might be got from Japan, but we have heard no word of its materialisation; probably it fell through on account of that rampant class distinction which notoriously vitiates European life in the Colony. The scheme appeared to provide a sensible solution of the servant problem could it have been got under way, for by the formation of a registry such as those which exist at Home a supply of excellent servants, cleanly, hard-working and obliging might have been obtained. But as we have repeatedly pointed out, the real solution of the problem is only to be found in the compulsory registration of all Chinese servants. It is no use adopting half measures and making such registration voluntary. That scheme has already been tried in our neighbouring Crown Colony and it proved an utter failure. Masters who insisted on their servants registering, or who insisted that any new servant applying for a vacancy should be registered, were promptly boycotted and a whole staff often withdrawn under the suspicion that the Chinese are such adepts at employing. Quibbleries broke up, and bachelors and married couples had to migrate to hotels. The Ordinance was repealed, and since then the Hylas guild of domestic servants runs the households of Singapore to suit its conveniences. The richer class of employers, where pay is good and pickings ample, are comfortable enough, but it is the less well-to-do classes that too often find themselves at the mercy of the servants' guilds. As things are at present European residents are absolutely under their thumb. Employers of servants have no means whatever of finding out the characters they had in their last places, or why they were dismissed. False testimonials, it is well known, may be purchased for a few cents, and the purchaser, without any scruples of conscience, adopts the name they are made out to be for the time being. As very few employers ask their servants' names, however, it is not often necessary to do this. The boy, who must necessarily occupy a position of trust in the household, may be a murderer, a thief, or a bad character of the worst sort, but there is no way of finding this out until his employer has the fact brought home to him by painful experience. No doubt any registration laws that might be established in this Colony would be strenuously opposed at first by the servants' guilds, and might lead to some inconvenience in the beginning but if residents agreed to combined action and to employ none but registered servants things would quickly adjust themselves and the boys would be compelled to fall into line with the new regulations or else quit the Colony through lack of employment. In Ceylon there exists a very useful registration system, which has been in operation for nearly twenty years and has given satisfaction to all concerned. The provisions of the Ceylon Law may be summarised thus:—(1) On the introduction of the Ordinance it was the duty of the master to cause all his servants to be registered, and to supply a list of them to the Registrar, showing the names, capacity in which employed, and date of engagement of each. (2) On engaging a servant, to enter in the servant's pocket register the date and capacity in which he is engaged. (3) On discharging a servant, to insert in the pocket register the date and cause of discharge. (4) To give to each discharged servant a character, or to furnish to the Registrar his reason, in writing, for refusal. (5) A master is prohibited from engaging a servant who fails to produce his pocket register, or whose register is incomplete. We do not see any reason why such a law should not be introduced in Hongkong and we think it is high time that our legislators took the whole question of servants' registration seriously in hand with a view to the eradication of a very present trouble.

LOCAL AND GENERAL.

RAILWAY BROKEN OUT IN PROVINCE WELLINGTON.
MESSRS. A. G. RAVENHILL AND C. M. ALPORT HAVE JOINED THE VOLUNTEER SCOUTS COMPANY.

THE WORLD'S OUTPUT OF COAL DURING 1908 IS COMPUTED AT 1,661 MILLION TONS, WITH AN ESTIMATED VALUE OF £400,500,000.

COMPANY SERGEANT-MAJOR J. W. GLOVY, OF NO. 2 ARTILLERY COMPANY, H.K.Y.C., IS PERMITTED TO RESIGN WITH EFFECT FROM THE 23RD INST.

A MAN WAS AWARDED SIX MONTHS' HARD LABOUR AT THE MAGISTRACY THIS MORNING FOR STEALING \$1,000 WORTH OF CLOTHING AND FOR Pawning SAME FOR \$500.

LIEUTENANT J. A. T. PLUMMER, OF NO. 1 COMPANY, HONGKONG VOLUNTEERS, IS GRANTED LEAVE OF ABSENCE FOR 3 WEEKS WITH EFFECT FROM THE 23RD INST.

A BOY WAS CHARGED IN THE POLICE COURT THIS MORNING WITH THE STOLEN KIDNAPING OF EIGHT CHILDREN IN CONNECTION WITH THE COLONIAL AFFAIR. THE CASE WAS REMANDED.

THE EQUINE SPORTS OF THE ST. JOSEPH'S CHURCH SWIMMING CLUB, WHICH WERE TO BE HELD YESTERDAY AFTERNOON, HAD TO BE POSTPONED ON ACCOUNT OF THE CHOPPY SEA AND THE STRONG TIDE.

DAMAGES TO THE EXTENT OF \$10,000 WAS DONE BY A FIRE WHICH BROKE OUT AT CHOLON, A SUBURB OF TAIPO, ON SEPTEMBER 8, IN A PAPER AND ROPE STORE. THE BLAZE WAS STARTED BY SOME COOLIES WHO WERE SMOKING IN ONE OF THE HOUSES BURNED DOWN. THE PROPERTY WAS INSURED TO THE FULL VALUE OF \$10,000 AND WAS DRAWN UP FROM THE HONGKONG AND CHINA INSURANCE COMPANY.

A SPECIAL COMMITTEE HAS BEEN APPOINTED TO ARRANGE THE DETAILS OF THE HONGKONG AND CHINA RAILWAY.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Officer Administering the Government, Sir Henry May, T.C.M.C.; Hon. Mr. A. M. Thomson (Colonial Secretary); Hon. Mr. G. Mc. Massy (Colonial Treasurer); Hon. Mr. W. Chatfield (C.M.O.) (Director of Public Works); Hon. Mr. F. J. Badley (Captain Superintendent of Police); Hon. Mr. E. A. Hawes; Hon. Mr. Wei Yuk (C.M.C.); Hon. Mr. E. Osborne; Hon. Mr. Murray Stewart; and Mr. C. Clement (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 77 to 82. It was agreed that they be referred to the Finance Committee.

FINANCE COMMITTEE'S REPORT.

The report of the Finance Committee (No. 12) was approved.

APPROPRIATION BILL.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to apply a sum not exceeding six million and forty thousand five hundred and forty-three dollars to the Public Service of the year 1911.

THE LOCAL TREASURER'S CONCERN.

Hon. Mr. Hewitt on behalf of the unofficial members reviewed the Estimates in detail. He dealt with the contribution to be made by the Imperial Government on account of the decreased revenue derivable from the opium traffic, and declared that the contribution of \$75,000 was not at all equitable to the loss that the Colony would incur, amounting as it would to \$122,500 in the first year, \$165,000 in the second year, and a proportionately larger sum in the third year. On behalf of the rate-payers, the unofficial members protested against this treatment. As regards the Police Department the hon. members complained of the inefficiency of the Force as shown by the increasing insolence of ricksha drivers, the faulty control of street traffic, the increasing number of larcenies and burglaries and cases of European ladies being assaulted and robbed in the streets. He also referred to the delay in the completion of the Fire Office and the Law Courts and referred in contrast to the quick way in which Mongkok Typhoon Shelter was being put forward. Among other things, Hon. Mr. Hewitt complained about the lowest of the rails, put up around the plots in Status Square, these, he said, not being of sufficient height to keep out the sampan children.

Hon. Mr. Osborne congratulated the Government on having proceeded with the Typhoon Shelter in spite of the efforts of those who had tried to belittle it, and he urged it would be pushed to completion within contract time.

Since the typhoon of 1906 life and property had been jeopardised more than once by reason of the absence of a typhoon refuge, and he hoped that this important work would

share the fate of the Post Office and Law Courts, as leg reads the Police, the hon. member said he understood the difficulties they laboured under, but he thought it was to their credit that they accomplished what they did.

From personal experience he knew that at the present time considerable crime went undetected and unpunished. Burglary and highway robbery were on the increase.

Little children of tender years were now employed as substitutes for the adult thieves who freely frequented the streets. Swarms of thieves were carrying on a regular campaign of robbery in the Harbour, directed chiefly against foreign shipping.

He agreed that the Force should be sufficiently equipped to meet the Colony's needs. Referring to the increased \$100,000 under Sanitary Department heading, the hon. member pointed out that this year had been memorable as one that had been remarkably free from epidemic disease and remarked that in the circumstances one naturally would expect that there would have been a decrease instead of an increase in the Estimate. There could not have been the same amount for the Department to do.

Hon. Mr. Wei Yuk, while concurring with his two unofficial colleagues in what they had said about the Police, thought that the Chinese Detective Force were deserving of credit for the number of arrests made by them.

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THE DRUG HABIT.

A VICTIM'S TERRIBLE STORY.

The veil is but seldom raised on the opium maniac's life. Too often the stark, hideous tragedy is obliterated by death and its horrors pass unrecorded. On rare occasions—and they are very rare—the victim bursts the bonds that bind him, and lives to speak of the mad joy and unutterable agony.

There is in London to-day a young man who for ten years was a slave to morphine and cocaine. His frame is shrunk, his cheeks gash-like pale, his eyes big and strangely lustuous. Some months ago he freed himself from his madness, and the story he tells is a terrible justification of the storm fight that is being waged against the drug.

"I am, or was, an actor," he said, when a representative of the "Pall Mall Gazette" who has been investigating the evils of the opium habit asked him to tell of his experiences.

"That was some ten years ago. In order that I might get rid of from some slight pain I resorted to cocaine. That was the beginning. Drugs are wonderful for anything. I say that even now after all I have gone through, before I well knew what I was doing the craving possessed me. The sweetness of the repose the drugs brought me, and the exquisite, subtle intoxication, fascinated me, I went on—until my life was a hell. Let me one think the joys of opium endear. They pain, but the craving and the awful agony remain."

A "LONG-DRAWN OUT" NIGHTMARE.

The man's whole bearing as he spoke was eloquent of a haunting memory. "I would be silent, but that there may be others to whom the warning may not come until too late. After a time my days and nights were ones long-drawn-out nightmares. When I lay down my room was crowded with strange, shapeless moving things with blazing eyes—eyes that blazed in the day as well as in the night. Sometimes I seemed to see a friend come to my beside. I knew he was not there, but I spoke to him—conversed with him. Once I thought he had left the door open, and I got up to close it, but he vanished. For hours I searched for him. I looked in boxes in drawers, under the bed; he'd even in my own boots, and all the time I knew the madness of it. It seemed as if some other self dominated me and controlled all my movements. Wild delusions followed wild delusions. My life was one long horror."

"Something black used to follow me everywhere. I never knew what it was, but it had big, luminous eyes. Many times friends have anxiously inquired what was the matter when they have seen me glancing nervously backward. I could not escape the thing but by morphine and cocaine. I took the drugs always. The memory of those days makes me tremble even now, but I was never tired, my intellectual faculties were clear, and I worked hard the whole time."

"Did you inject the drugs?" For reply the man bared his arms and legs. From the wrists to the shoulders and from the ankles almost to the thighs the limbs bore the marks of the hypodermic needle.

"NO SUDDEN CURE." "I used the hypodermic syringe—I loved it. Once they took it away from me. Oh, I would not go through that night again for anything on earth. Never, for p.t.'s sake, attempt to deprive a morphine maniac of his morphine suddenly. I was locked in a room, with my own consent, and it was understood I should see if I could master the craving. Little did I realize the tremendous power. Soon it was upon me. I shrieked for opium or cocaine, but the dog remained locked. In my delirium I smashed the furniture to stumps, tore my hair, dashed it out by the roots, and wrenched back my nails in trying to pull up the boards of the floor. It was awful beyond words. I writhed in agony and crawled like a snake. My teeth add more ran, I suffered intense abdominal pains, and had a horrible taste in my mouth."

"What quantity of morphine and cocaine were you taking at that time?"

"Thirty grains of morphine and forty of cocaine every day, but later I took as much as eighty grains of cocaine each day. That meant four syringes full top or twelve times a day."

"Where on earth did you get it in such quantities?"

"Please remember, the drug maniac is a liar, a sneaking, shiftless liar. How did I get it? I visited many West End physicians, and physicians in other parts of London. They prescribed for me. I took the prescription home away, had them printed, and when I had forged the physician's name the rest was easy. I was a forger, but what of that? I had to get the drugs. Nothing must stand between the drug maniac and his drugs. I love my mother, but—with horror I say it—my mother had stood between us and morphine when I wanted it, I would have killed her. Lies—doubt—dugery—fraud—murder—these are nothing in the eye of the victim of morphine."

A WILD DASH FOR OPIUM.

"There was another occasion. I had been taken into the country to see what could be done for me. I was placed under control, but was not very strict, because the house I was sent to was some seven miles from a village. Opium was denied me. I pleaded for it, but in vain. With devilish cunning I watched and waited. At last an opportunity offered. I dashed from the house and plunged wildly, madly, across the country in the direction of the village. Of course, I was mad—horribly, hideously mad. I marked the village and found the chemist's shop. I knew where it was. It was closed. That did not matter. Without caring who saw or heard, I broke into the place and searched until I found the morphine. Thank heaven no one came near me until I had found it! They seized me and would have given me to the police, but after a while the local dispensary had a payment of money, and I went back to London and to my drug again."

Even the regulation of the ports and the Opium Control Act has to bring in bands to force out a list of all such characters.

ecstasy. "With all the horror, how I love the drugs!" he moaned.

"I did not grudge what they cost, least of all the misery they cost. An expenditure of thirty shillings a day was quite common, for I was taking 80 grains a day towards the end. The craving comes to me yet, and I have to struggle very hard to resist it. Morphine I have conquered, I think, but how I love cocaine!—it is beautiful, exquisite, heavenly. Morphine left its victim in time loses all its charm, and only the horror remains, but cocaine is always the same. Heaven, how I love it!"

AN OPIUM HELP.

There were other experiences too terrible to speak of with, retold in quiet, even tones, but at times the big bright eyes flashed, and the finger-nails seemed to pierce the flesh of the palms of the hands like thorns. "But I am cured, cured!" There was a note of exultation in the voice.

"I will not say what cured me. To do so would seem like advertising some remedy, and I have no interest in doing that. All I want to do is to do for others what has been done for me. I stake my life on it there is a cure, and it costs little or nothing. Let any one write to the secretary of the Anti-Opium League—the league is inspired by only one object—and Mr. Wilson, the secretary, will reply, I am sure."

"When I think of what others may be going through it drives me almost frantic to think that I cannot aid them. Many of my old friends, I am afraid, are among the number, for actors and actresses fall a prey to drugs very easily. They may regard the hypodermic needle and morphine as dear friends as yet. At one time I did, and I have constant reminders of it, for the points of many broken needles are in my arm and leg, and one or the other comes to the surface to be released at intervals."

There is no word of exaggeration in the story told by the man himself. For nine months he has resisted the craving for drugs, and by what means the secretary of the league will inform any inquirer.

RAILWAYS IN CHINA.

CANTON-KOWLOON RAILWAY.

Engineering of the 2nd Sept. has the following:—East and West are rapidly drawing nearer, and already it is possible (if there is no loss of time on the way) to make connections with the steamers, to travel from London to Hongkong in 12 days, and developments are being made which when completed, will allow the journey to be made in 10 days, or even less. Progress is being made with the Canton-Kowloon Railway, and also with the Canton-Hankow Railway, which are stages to the line connecting Hongkong—Kowloon—is on the mainland, opposite Hongkong—with Pekin. A direct branch from the Trans-Siberian Railway to Pekin would complete the connection, and make the journey between London and Hongkong possible in the time mentioned. In the latest report of the acting British Consul at Canton we are informed that construction on the Canton-Kowloon Railway, which is being built according to the standard of first-class European lines, has been proceeding satisfactorily for some time, with the result that the first 30 miles will be ready for traffic this month. The line, when completed to the junction with the British section at Samtsue, will, in its 8½ miles, contain, including terminals, fifteen stations, and eleven balloons. There have been considerable engineering difficulties to be overcome in the construction of this, and a very large amount of bridge-work. In the second district, from mile 3½ to mile 30, there is a total girder opening of 3,700 ft. The main bridge over the East River at Shiklong is progressing satisfactorily, the foundations being nearly completed, and the delivery and erection of steel-work for the large spans having commenced. The British section of the railway, which is within the British Concession at Kowloon, is rapidly approaching completion, and it is expected to form the through connection to Hongkong in June or July, 1911. On the Canton-Hankow Railway progress is being made, and trains and traffic are now running to Wongtak, a market town on the North River, 5½ miles by rail from Canton. Construction, however, is practically finished to Ying-Tuk, 90 miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying-Tuk is a district city of some importance, and the opening of the station there will give the effect of bringing places up the river three days nearer Canton. Construction is also proceeding, though less energetically, on the next 30 or 40 miles, so that ultimately Hankow will be reached. As that town is situated on the great River Yang-tze, the railway will be the means of opening up a large amount of territory to foreign trade. At present no fast trains are run, but a speed of 40 to 45 miles is attained in place by the local trains. The company during the past Chinese year, 1910-11, carried 1,164,666 passengers, and received in passenger fares and freight 79,591 dollars, or an average of 24,503 dollars per month, thus proving that the Chinese are not slow to take advantage of any arrangement which is made for improved facilities in travelling or carrying goods. It is interesting to note that the construction of a track line connecting Hankow, or rather, Wuchang, immediately opposite Hankow, on the south bank of the Yangtze, was first advocated by Sir MacDonald Stephen, and that is every subsequent scheme for a comprehensive system of railways in China it has occupied a prominent position. The necessity for its extension to Pekin is equally evident, and the construction of a direct connection with the Trans-Siberian Railway, which will shorten the distance to Europe, cannot be very long delayed.

The *Hongkong Gazette* says that the Opium Control Department has taken measures to check the consumption of drugs among Europeans and persons in allied with them in their quarter. The police have been called to make out a list of all such characters.

CHINESE SPORTS.

TEAM FOR NANKING EXHIBITION.

The trial meeting for the Chinese sports in connection with the Nanking Exhibition took place yesterday afternoon at the Happy Valley. The programme was a long one, and the entries for the different events were very large, and had to be cut off in many cases. The sports were good throughout and everything was carried out successfully.

Quite a large gathering of Chinese spectators watched the interesting events with keen interest.

The team will most probably be selected on Monday according to the results given below.

Yesterday's preliminary tests were open to Canton, Hongkong, Wuhan, Macao, Foochow, Amoy and Swatow. It is matter for regret that only Canton and Hongkong took part, the other ports did not send any representatives to Hongkong.

Canton boys were drawn from various schools.

The most successful competitor was Kwok Shin Yan of Ellis Kadoura School. This will be the first representative athletic meeting ever held in the whole of the Chinese Empire. The meeting takes place in Nanking on the 17th of October and the team will leave Hongkong on the 10th of next month.

The meeting is in charge of Dr. Exner, Gymnastic Director of the Y.M.C.A., Shanghai.

Below are the results of the different events competed for yesterday:—

100 YARDS A. AND B. CLASSES.

Kwok Shin Yan 1

Chau Yim 2

Yan Ki Cheung 3

Times: 11½ sec.

120 YARDS HURDLES A. CLASS.

Kwok Shin Yan 1

Chau Yim 2

Wong Hong Chau 3

Times: 20 sec.

220 YARDS A. AND B. CLASSES.

Kwok Shin Yan 1

Hui Man Fai 2

Wong Yim 3

Times: 30 sec.

440 YARDS A. AND B. CLASSES.

Kwok Shin Yan 1

Chau Yim 2

Yu Man Chan 3

Times: 65 sec.

800 YARDS A. AND B. CLASSES.

Ip Ngok KWOK 1

Ching U Pui 2

Chau Kai Loong 3

Times: 2m 35 sec.

HIGH JUMP A. CLASSES.

Yu Junz Kee 4ft 7in.

HAMMER THR. W. A. CLASSES.

Mark Sew Wa 7ft 6ins

Caan Mac Kong 6ft 6ins

Ip Ah Kok 4ft 6ins

THROW TO THE SHOT (1. lbs) A. CLASS.

Chow Man Kong 2ft 11½ ins

Mark Sew Wo 2ft 10½ ins

So To Yew 2ft 7½ ins

POLE VAULT.

Yau Ki Cheung 1

LONG JUMP.

Chau Yim 5ft 7 ins

Kwok Shin Chou 5ft 5 ins

Lau Yuk Hing 4ft 4 ins

50 YARDS DASH. B. CLASSES.

Wong Sau Mieo 1

Kwok Shin Chou 2

Kwok Shin Yan 3

Time: 6 sec.

150 YARDS B. CLASSES.

Hui Man Fai 1

Wong Sau Nie 2

Tzu Kit Fai 3

Time: 7½ sec.

HIGH JUMP. B. CLASSES.

Fung Kai Ming 4ft 10 ins

Kwok Shin Yan 4ft 9 ins

Mar Nai Sheung 4ft 9 ins

Time: 6 sec.

LONG JUMP. B. CLAS.

Chau Yeo, 4ft 7 ins

Kwok Shin Chou, 4ft 5 ins

Tzu Kit Fai, 4ft 5 ins

Time: 7½ sec.

T. & L. W. NO. THE SHOT (1. lbs) B. CLAS.

Mark Sew Wa, 4ft 3 ins

Ma Nai Sheung, 4ft 3 ins

So To Yew, 3ft 10 ins

Time: 6 sec.

ZIPHOON WARNING.

The telegrams quoted below have been received from the Manila Observatory at the American Consulate General:

Manila, September 29, 6.05 p.m.

Cyclone or Typhoon near or over Bashi Channel inclining westward.

Manila, September 29, 8.45 a.m.

Cyclone or Typhoon W. of the Balintang Channel, moving W.

Events Coming.

Friday, 30th September.

Royal Hongkong Yacht Club annual meeting, 3.30 p.m.

Geo. P. Lammen auction sale of pictures at No. 27 Kowloon Dock, 2.30 p.m.

Saturday, 1st October.

Italian Concert Sale of Works, 8 p.m.

Hongkong Jockey Club, half-yearly meeting, at the Happy Valley, 12 o'clock noon.

Opening of Kowloon-Canton Railway, 12.30 p.m.

Civ. Service Sports, Happy Valley, Boxing at City Hall, Bill Lewis v. Roy Kealy, 9 p.m.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN"

SATURDAY, OCT. 8TH.

"EMPEROR OF CHINA"

SATURDAY, OCT. 29TH.

"MONTEAGLE"

URSDAY, NOV. 8TH.

"EMPEROR OF INDIA"

SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN"

SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA"

SATURDAY, JAN. 14TH.

"Empress"

Steamer will depart from Hongkong at 6 p.m.

"Monteagle"

19 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train

and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificient vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Ports or New York (including Meals and Berths in Sleeping Cabins while crossing the American Continent by Canadian Pacific direct Line)

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates ("First Class only") are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamer and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

	Steamship	On
TIENTSIN via SWATOW, WEIHAI	CHIPSHING	FRIDAY, 31st Sept., Noon.
WEI & CHEFOO		
SHANGHAI via SWATOW	WOSANGI	FRIDAY, 30th Sept., Noon.
MANILA	LOONGSANG	FRIDAY, 30th Sept., 4 P.M.
SHANCHAI, KOBE & MOJI	UTSANGI	TUESDAY, 4th Oct., Noon.
MANILA	YUBNSANG	FRIDAY, 7th Oct., 4 P.M.
WGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 8th Oct., Noon.
SANDAKAN	MAUSANGI	MONDAY, 10th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Nanking* and *Koikong* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koria, Lahad, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage apply to JARDINE MATHESON & CO., LTD.,

Telephone No. 215, Hongkong, 19th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA, ZAMBOANGA & AUSTRALIA	CHANGSHA	30th Sept., 4 P.M.
LIAN PORTS	LEAH	1st Oct., Midnight.
HAIHOW & HAIPHONG	SINGAN	1st Oct., 4 P.M.
MANILA	TAMI	4th Oct., 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	NANCHAIG	5th Oct., 4 P.M.
ILIOLO & GEBU	KAIFONG	6th Oct., 4 P.M.
UEFOO & TIENTSIN	HUIHOW	6th Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

SS. "LINTAN" and S.S. "SANJU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Bills booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anson, China, China, China) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.Leave Hongkong for Shanghai Direct—every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Neancheh China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 6 o'clock every Sunday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of marshaling at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIBB,

Telephone No. 215, Hongkong, 19th September, 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Fare.	Captain.	For.	Sailing Date.
SATIRO	\$150	A. Fraser	MANILA	SATURDAY, 1st Oct., at Noon.
RUBI	\$150	E. Rodger	"	SATURDAY, 8th Oct., at Noon.

For Freight or Passage apply to

SEEWAN TOMES & CO.

GENERAL MANAGERS.

Friday, 4th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

AND

(The only direct transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For	Steamers	G. Tonsage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"SEATTLE MARU"..... Capt. T. Saiti.....	6,152	WED'DAY, Oct., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"CHICAGO MARU"..... Capt. I. Goto.....	6,182	WEDNESDAY, and Nov., at Noon.

The Co. newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Well adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"..... Y. Kaburagi.....	SUNDAY, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHEW	"BUJUN MARU"..... Captain Y. Fusuo.....	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHEW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. 2nd Class. 3rd Class.

875.00 855.00 827.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOJUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc. apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

S. HIROI, Manager.

Hongkong, 27th September, 1910.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING-DATES. 1910

MARSEILLE, LONDON AND ANTWERP	IVY MARU	WEDNESDAY, 22nd
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIBARU MARU	Oct., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	CAPT. H. FRATER	Wednesday, 6th
COLOMBO AND PORT SAID	TAKO MARU	Oct., at Daylight.
COLOMBO AND PORT SAID	CAPT. A. CHRISTIANSEN	Nov., at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU	SATURDAY, 8th Oct.
via SHANGHAI, MOJI	CAPT. J. NEGRAS	Tons 7000 From KOBE.

BODDER ESTATE RETURNS.

	July	August	Total
Allages	3,320	3,050	6,370
Ales Ponges	2,150	2,370	4,520
Alma	850	1,000	1,850
Anglo Malay	55,627	52,684	108,311
Ayer Kuning	—	905	1,885
Ayer Molek	3,013	1,870	4,883
Ayer Panas	380	1,000	1,380
Balgowali	875	800	1675
Batak Rabu	1,335	1,200	2,535
Banteng	2,700	3,400	6,100
Batu Caves	17,458	75,585	93,043
Batu Tiga	8,463	8,315	16,778
Bertam	9,705	12,000	21,705
Bikam	2,051	2,500	4,551
Birch	1,285	1,29	2,574
Bukit Kajang	5,473	5,518	10,991
Bukit Rajah	30,840	35,735	66,575
Bukit Lintang	3,800	4,000	7,800
Bukit Timah	624	873	1,497
Bukit K. B.	—	156	156
Carey United	12,000	12,350	24,350
Castlefield	3,700	—	3,700
Changrai Serdang	3,651	3,851	7,502
Changrai Salat	1,100	1,500	2,600
Colcay	16,000	—	16,000
Consolidated Malay	135,854	—	135,854
Caledon	23,401	21,000	44,401
Chumor	768	—	768
Cherossess	2,173	2,400	4,573
Damansara	13,772	—	13,772
Edinburgh	6,500	6,500	13,000
Federated (Salsong)	66,357	—	66,357
F.M.S. Rubber	33,170	33,100	66,270
Gedong	21,001	22,000	43,001
Glenaly	1,735	2,00	3,735
Glenisbel	4,890	4,788	9,678
Golden Hope	5,114	10,073	15,187
Golconde	70,137	—	70,137
Gula Kalumpung	10,000	—	10,000
Hai Kee	—	100	100
Harpasden	11,000	11,000	22,000
Haytor	349	618	967
Heawood	1,100	1,100	2,200
Hill & Lowlands	19,666	19,642	39,308
Hock Kenneth	11,100	11,512	22,612
Iodragiti	824	861	1,685
Jimah	—	100	100
Jogra	11,738	—	11,738
Jabong	18,310	20,170	38,480
Kapar Park	6,6473	—	6,6473
Kamunting	7,035	8,885	15,920
Kampay	3,507	3,950	7,457
Kepong	3,000	4,300	7,300
Klebang	156	232	388
Kota Tinggi	510	—	510
Kuala Klang	—	10,015	10,015
Kurau	3,644	5,001	8,644
Kuala Rub. Est.	3,100	—	3,100
Kuala Lumpur	48,130	47,180	95,310
Labsu	16,611	15,416	32,027
Lasadion	36,913	37,106	74,019
Ledbury	9,844	9,018	18,862
Linggi	—	7,000	7,000
London Asiatic	16,015	17,118	33,133
Malaka Plaza	—	331	331
Malacca Plant	22,500	27,000	49,500
Merton	1,083	2,350	3,433
New Ceredash	415	605	1,020
New Singapore	—	60	60
North Hummock	—	18,891	18,891
Now Scotia	14,075	16,300	30,375
Pajam	3,250	3,500	6,750
Pataling	87,428	88,000	175,428
Pegoh	3,300	3,800	6,100
Pangkalan Durian	956	835	1,801
Perak Plant	—	5,414	5,414
Port Dickson	783	—	783
Radeia	1,017	—	1,017
Remba	597	—	597
Ribe Rubber	5,437	5,797	11,234
Rubens	16,500	18,500	35,000
Rutan	1,856	2,000	3,856
Rubber Growers Assn.	3,507	3,910	7,417
St. Helens	—	105	105
Sangat	7,031	7,700	14,731
Selangor	6,750	7,066	14,016
Sengal Choh	4,830	5,210	9,040
Sengal Kapar	—	100,600	100,600
Sandycroft	9,341	9,301	18,642
Seead	—	74,506	74,506
Selangor	—	201,541	201,541
Seremban	38,635	31,538	69,173
Sembawang	735	—	735
Serawang	6,150	6,646	12,796
Shelford	10,500	11,000	21,500
Spor & Jokers	11,780	8,555	19,335
Singapore Para	5,400	5,000	10,400
Straits Rubber	146,180	—	146,180
Sungai Salak	2,858	3,700	6,558
Sungai Way	7,003	10,821	17,824
Tambakal	904	1,174	2,088
Tanjong Malim	—	1,350	1,350
Talit Anson	680	700	1,380
Tali Ayer	31,500	32,100	63,600
Trafalgar	324	275	599
Tremisby	5,964	6,100	12,064
Trong	—	2,600	2,600
Ulu Pandan	175	446	621
United Singapore	1,048	—	1,048
United Sumsat	3,710	4,630	8,340
Vallambrosa	—	21,357	21,357

(All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—*See reverse page for details.*)

SHIPPING AND MAIIS.

MAILS DUE.
Indias (Kutangs) and pro.
Americas (Navy Mail) 1st pro.
German (Yorks) 1st pro.
Indian (Assam) 1st pro.
American (Sikhs) 1st pro.
Canadian (Montreal) 1st pro.
American (Manchuria) 1st pro.

The s.s. *India* left Singapore for this port this morning, and may be expected here on Friday.

The C. P. R. Co's. *Empress of India* left Yokohama for Victoria and Vancouver, B.C., on 19th inst. *Empress of India* will call at Hong Kong for this port on 1st Inst., 11 a.m.

The *Empress of India* will call at Singapore for this port on 1st Inst., 11 a.m.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURI & CO. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PRESENT QUOTATION BASED ON LAST QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$250,000}	\$3,010 3 0	£2 for first half year ending 30.6.1909 @ ex 1/4 = \$22.45	5 %	\$171 1.67
National Bank of China, Limited	99,985	47	46	{ 46,000 \$1,000}	\$30,555	5s (London 2/6) for 1908	...	5s buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$150,000 \$300,000 \$100,000 \$100,000 \$100,000}	none	\$10 for 1908	5 %	\$193 buyers
North China Insurance Company, Limited	10,000	415	45	{ Tls. 25,000 Tls. 35,000 Tls. 100,000 \$100,000 \$100,000 \$100,000}	Tls. 807,575	Final of 7/5 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton Limited	13,400	\$250	\$100	{ \$1,000,000 \$150,000 \$100,000 \$100,000 \$100,000 \$100,000}	\$287,984	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$10 per share for 1909	6 %	\$15
Yangtze Insurance Association, Limited	13,000	\$200	\$60	{ \$1,000,000 \$150,000 \$100,000 \$100,000 \$100,000 \$100,000}	3707,617	\$12 for year ending 31.12.08 and interim of \$5 on account of 1909	7 %	\$100
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	\$200	\$20	{ \$1,000,000 \$150,000 \$100,000 \$100,000}	\$438,406	5s and bonus 5s for 1908	7 %	\$151 sellers
Hongkong Fire Insurance Com. Ltd., Limited	5,000	\$250	\$50	\$1,000,000	\$425,218	5s for 1908	8 %	\$155 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$17,745 \$350,000 \$100,000 \$150,000 \$100,000 \$100,000}	D.L. \$3,777	5s for 1908 at for year ending 30.6.1908	...	\$10 buyers
Douglas Steamship Company, Limited	20,000	\$250	\$50	\$17,745	Nil.	5s for 1908	...	\$23 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$25	\$15	\$10,765	\$10,765	Dividend of \$1/- for 30.6.1910	8 %	\$32
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	45	45	\$136,100	D.L. \$17,82	6/- for 1907 on Preference shares only @ 1/2 for 1908—\$1.35/-	...	\$58 s. and ss.
Do. Do. (Deferred)	60,000	45	45	\$136,100	D.L. \$17,82	Final div. of 2/6 per sh. (group 14) making in all 4/5 per sh. for 1909 & as int. div. of 10/- per share on sc. for 1910	5 %	8/- sales
"Shell" Transport and Trading Company, Limited	1,000,000	42	41	\$100,000	\$152,994	A dividend of 7 % for 1908	6 %	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000	12,159	A bonus of 5 % for y. ending 30.6.1910	6 %	\$10
REFINERIES.								
China Sugar Refining Company, Limited	30,000	\$100	\$100	{ \$500,000 \$80,000}	D.L. \$7,000	5s for half year ending 30.6.1910	6 %	\$100 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	D.L. \$15,891	5s for 1907	...	\$10 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$2	\$2	{ \$15,000 \$12,250,000 none}	D.L. \$1,435	Interim of 1/6 for 1910 (coupons No. 14) First year	9 %	\$15 sellers
Headwaters Mining Company	6,300	\$2	\$2	none	none	5s per share 15th dividend	...	30/-
Raub Australian Gold Mining Company, Limited	150,000	42	42	\$4	none	Final of Gold \$0.65 for 1909 in all. G. \$1.15	5 %	87 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G. \$10	G. \$10	none	none	5s for 1908	...	59 sellers
DOCKS, WHARVES & GODOWNA.	500,000	5s for 1908
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$15,275	D.L. \$8,460	5s for 1908
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$350	\$50	\$150,000	\$364,547	5s for 1909	41 %	\$14 sa. and b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$250	\$50	\$150,000	\$328,705	5s for half year ended 30.6.1909	...	150 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 600,000 Tls. 450,000 Tls. 450,000}	Tls. 8,265	Final of Tls. 3/- making Tls. 6 in all for year 30.4.1909	8 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	15,000	Tls. 100	Tls. 100	Tls. 9,222	Interim of Tls. 3 for 1910	5s for 1910	7 %	Tls. 112
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 31.12.1909	6 %	\$107 sellers
Central Stores, Limited	50,123	\$25	\$25	\$15,000	\$10,000	8% for 1907	6 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$250	\$250	\$10,000	\$12,377	5s on old shares \$1.50 on new shares for 1/2 half year ending 30.6.1910	51 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	6,000	\$100	\$100	\$10,000	\$12,919	Interim of 5s for 1910	7 %	\$101 a. & 100 b.
Hampshire Estate & Finance Company, Limited	50,000	\$10	\$10	\$10,000	\$15,474	45 cents for 1909	6 %	\$102 sellers
Kowloon Land and Building Company, Limited	6,000	\$250	\$250	\$10,000	\$15,929	5s for 1909	8 %	\$103 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,150,000 Tls. 90,000 Tls. 80,000}	Tls. 6,969	Interim of Tls. 3 for 1910	68 %	Tls. 112
West Point Building Company, Limited	12,300	\$250	\$250	Tls. 80,000	12,195	Interim of \$1.50 for 1910	88 %	\$39
COTTON MILLS.								
Hwa Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 80,000 Tls. 40,000 Tls. 30,000}	18,10,991	Tls. 12 for year ending 31.10.09	63 %	Tls. 110
Hongkong Cotton Spinning and Dyeing Company, Limited	125,000	\$10	\$10	none	59,358	50 cents for year ending 31.7.08	...	51 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	12,4,8,372	Tls. 7 for year ending 30.9.09	10 %	Tls. 55
Laon-kung-mew Cotton Spinning & Weaving Co., Ltd.	6,000	Tls. 100	Tls. 100	none	12,4,8,382	Tls. 6 for 1909	10 %	Tls. 55
Say Chai Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 31,178	Tls. 25 for 1909	5s for 1909	17 %	100 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	12,100	\$148	15 % per share for 1909	18 sellers	59
China-Borneo Company, Limited	60,000	\$25	\$25	\$40,000	Nil.	60 cents for 1909	18 %	51
China Light and Power Company, Limited	50,000	\$25	\$25	none	50,242	60 cents for year ended 28.3.1909	...	51.40 sellers
Do. Do. Special shares	50,000	\$10	\$10	50,000	12,602	60 cents for 1909	17 %	58 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10,000	\$1,500	5s for 1909	18 %	51.65 buyers
Dairy Farm Company, Limited	40,000	37/8	30	\$15,000	\$4,393	Interim of 15 cents per share for 1910	10 %	51.65 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$15,000	\$6,670	14 cents per cent. viz. \$1.42 for 1909	12 %	51.65 sellers
H. Price & Company, Limited	13,000	\$10	\$10	none	51,793	A dividend of \$1.20 per share and a bonus of 10 cents per share for 1909	6 %	51.65
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$15,000	\$7,616	5s per share for 1910	6 %	51.65
Hongkong Ice Company, Limited	5,000	\$250	\$250	\$10,000	\$8,616	Final of 5/- making in all \$4 for 1910	9 %	51.65
Hongkong Ropeway Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000	\$10,682	Interim dividend of Tls. 15/- 15th March	5 %	51.65
Maatschappij te Mijn, Bosch en Landbouwer, plantaties in Laigat, Limited	35,000	G. 100	G. 100	\$10,000	\$10,682	Tls. 12.15th June & Tls. 15.07.1910 Sept.	5 %	51.65
Peak Tramways Company, Limited	25,000	\$10	1.10	none	51,014	5 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.1910	58 %	51.65
Peak Tramways Company (new), Limited	10,000	\$10	1.10	none	51,040	5s for 1909	5 %	51.65
Philippines Cigar Company, Limited	75,000	\$10	1.10	none	51,040	None	5 %	51.65
Shanghai-Singapore Tobacco Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 5,350	No dividend this year	12 %	Tls. 740
Societe des Pulperies et Papeteries du Tonkin, Limited	13,200	Benefit Shares	Hipkong Nominal	none	none	First year	...	51 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	51,356	None	...	520 Hongkong currency
Steam Laundry Company, Limited	20,000	\$10	\$10	\$15,000	51,356	10/- for year ending 31st May 1910	8 %	53
Union Waterboat Company, Limited	10,000	\$10	\$10	\$15,000	51,356	6 cents for year ending 31.12.08	8 %	53.14 sellers